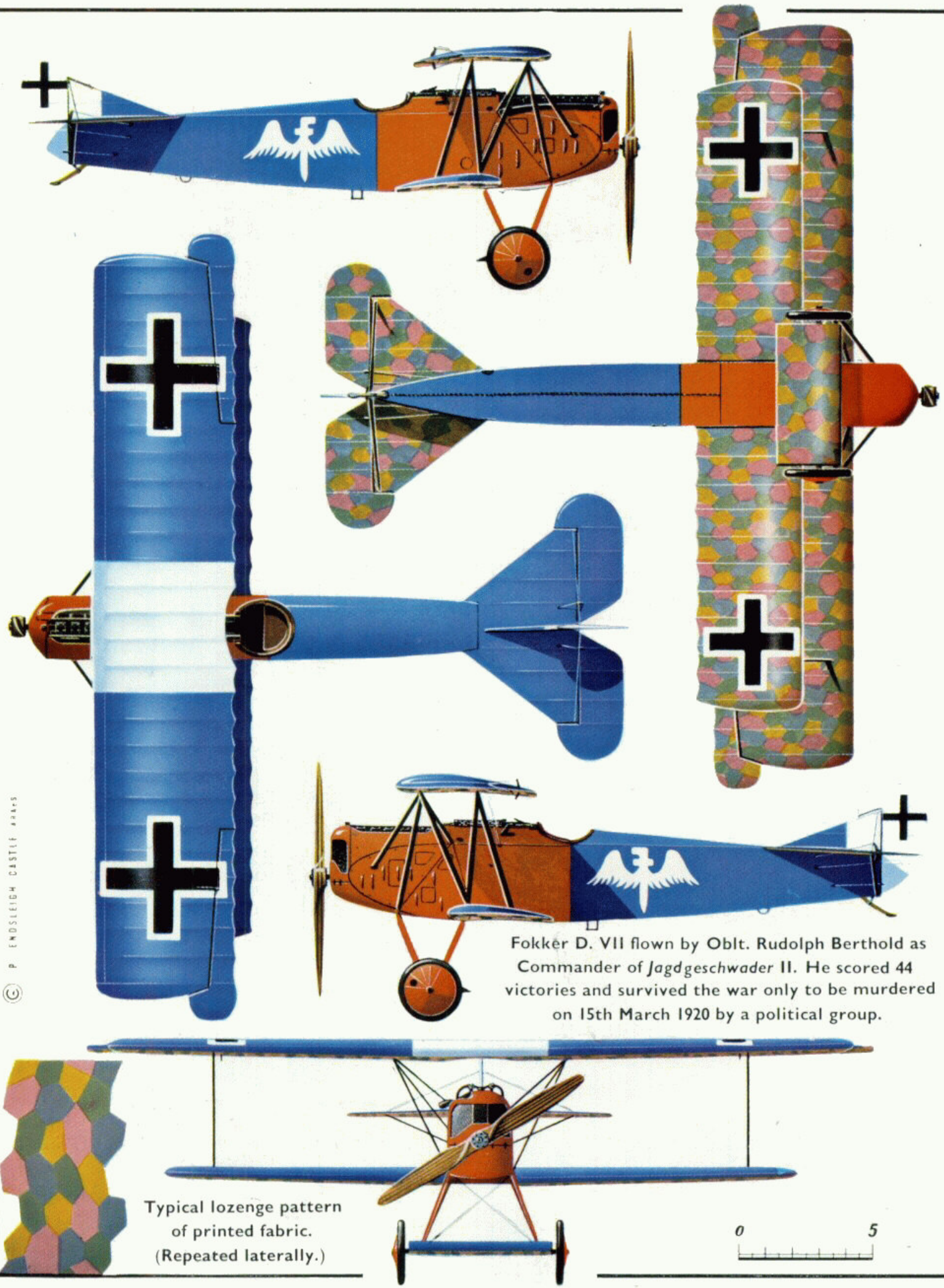
PROFILE
PUBLICATIONS

The Fokker D.VII

NUMBER 25



Fokker D. VII flown by Oblt. Rudolph Berthold as Commander of *Jagdgeschwader* II. He scored 44 victories and survived the war only to be murdered on 15th March 1920 by a political group.

Typical lozenge pattern of printed fabric. (Repeated laterally.)

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The Fokker D.VII

by Peter L. Gray

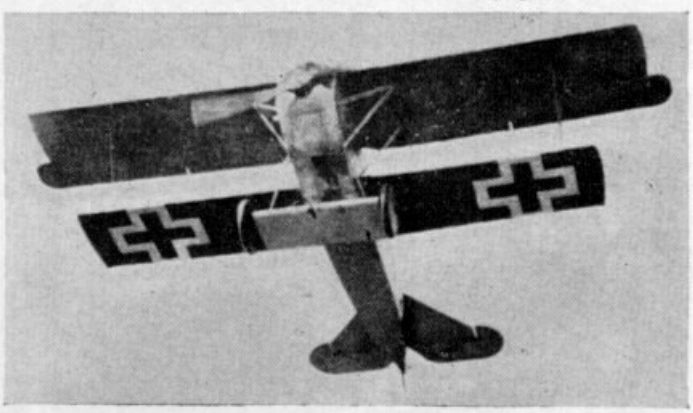
Decorative—but unidentified Fokker D VII. (Photo: Egon Krueger)

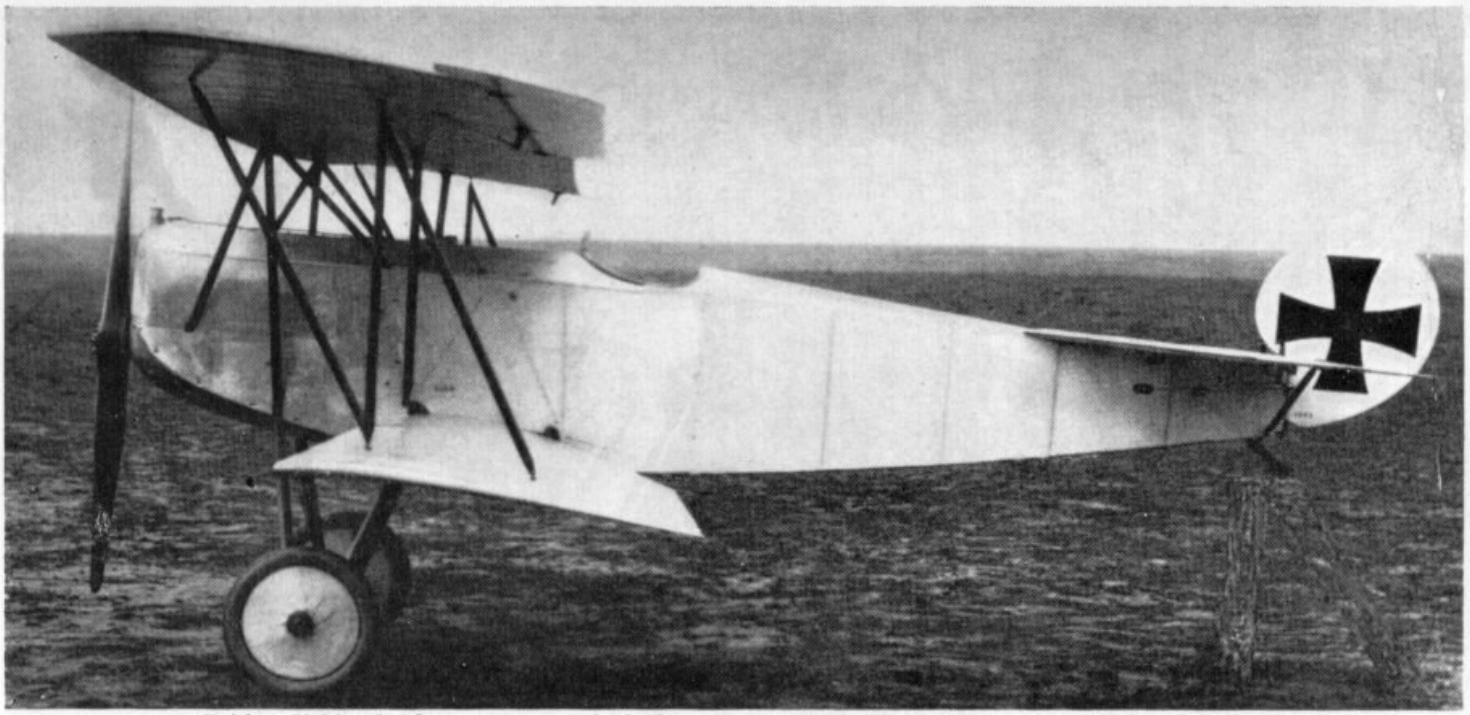
The lush green turf of Cappy airfield, in the vigour of its early summer growth, suddenly bowed itself in the blast of slipstream as a Mercedes engine bellowed into life, shattering the silence of the dawn. Another; and another, motor spluttered, caught, then roared into life until seven machines were soon warming up with a rhythmical tick-over. A hand signal from the leader and the yellow-nosed biplanes began to trundle slowly over the resilient greensward to a far corner of the aerodrome where they turned into wind and, with a thundering roar, climbed swiftly into the western sky. In silhouette their shape was now more apparent, lean flanked, straight winged, as they formed into the loose stepped-up echelon in which they hunted. Fokker D VIIs! This was an element of *Jagdstaffel* 10 (of the Richthofen *Jagdgeschwader* I) first to be equipped with, and airborne at last in, this long awaited fighter machine. For the first time in many months they could meet their opposing S.E.5s, Camels and Spads on equal, if not superior terms. The distinctive straight-winged silhouette that was to strike anxiety, if not fear, into the hearts of Allied pilots as it began to appear in increasing numbers.

In an endeavour to find an aircraft to regain the ascendancy over the Allied fighters on the Western Front, the German authorities invited manufacturers, towards the end of 1917, to submit single-seat fighter prototypes utilising the 160-h.p. Mercedes D III power plant, for evaluation in a series of trials (D *Flugzeug Wettbewerb*). For several days the machines were to be put through their paces by pilots from combat units in addition to demonstration by the manufacturers. The first competition, it could be considered no less, was to be held in the latter part of January 1918 at Berlin's *Adlershof* airfield, and the machine adjudged to be the winner was to be awarded a production contract. All aircraft were assessed on an equal footing and were evaluated for general flying qualities, manœuvrability, diving ability, pilot's view, combat qualities, etc. There were also comparative test flight climbs to 5,000 m. (16,400 ft.) at which altitude speed trials were made. Speeds were also compared at the 1,000 m. (3,280 ft.) level. All aircraft had to carry up to 100 kg. (approx. 220 lb.) useful load in addition to the pilot, and two barographs were installed in each machine.

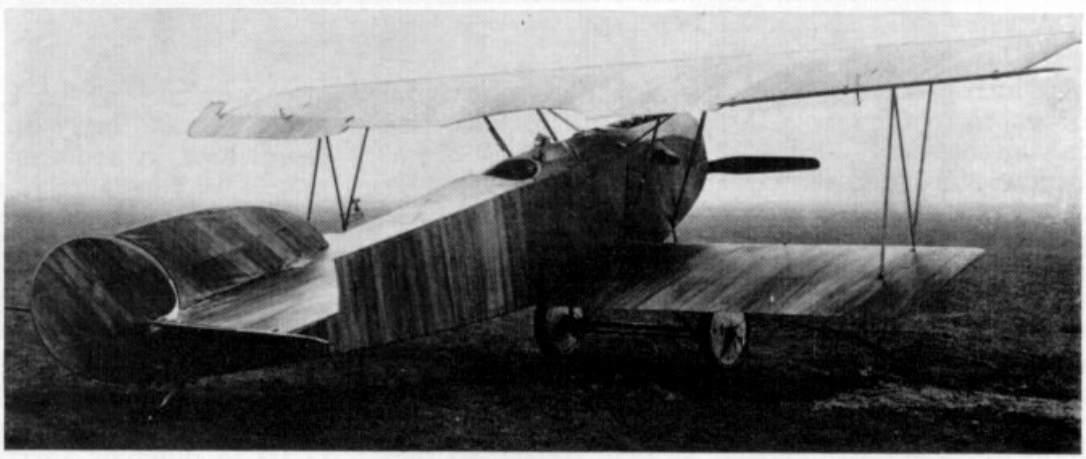
Altogether thirty-one machines attended the trials, namely: A.E.G. D I; Albatros D Va (4 different aircraft); Aviatik D III; Fokker V 9, V 11, V 13 (two models), V 17, V 18, V 20, Dr I triplane (2 different aircraft); Kondor D II; Pfalz D IIIa (2 different aircraft), D VI, D VII; L.F.G. Roland D VI (2 different aircraft) D VII, D IX; Rumpler D (2 different models); Schütte-Lanz D III; Siemens Schuckert D III (4 different aircraft). (Not all these machines were Mercedes powered, many having rotary engines, but were included for comparative evaluation.) The eventual winner was adjudged to be the Fokker V 11. To speed production of the V 11 the fuselage and tail surfaces of the Fokker Dr I triplane were used, but this did not allow for the additional side area forward presented by the in-line engine now used, and in consequence it was found necessary to lengthen the fuselage to compensate for this factor. A vertical fin was also added before the machine went into production when, with the application of its military designation, it became the D VII. The prototype as it stood was over-sensitive and unstable in a dive and the modifications were largely made as a result of Manfred von Richthofen's criticisms. Testing the V 11

The redoubtable Fokker D VII in flight.





Fokker V 11. The first prototype which shows its unmistakable derivation from the Dr I triplane.



Fokker V 18. Lengthened fuselage and fin added to improve directional stability. (Photo: Egon Krueger)

again after the alterations had been effected von Richthofen now found it easy to fly and no longer directionally unstable when diving; he was most enthusiastic about the aircraft and commended it especially to Klein and Loerzer to try.

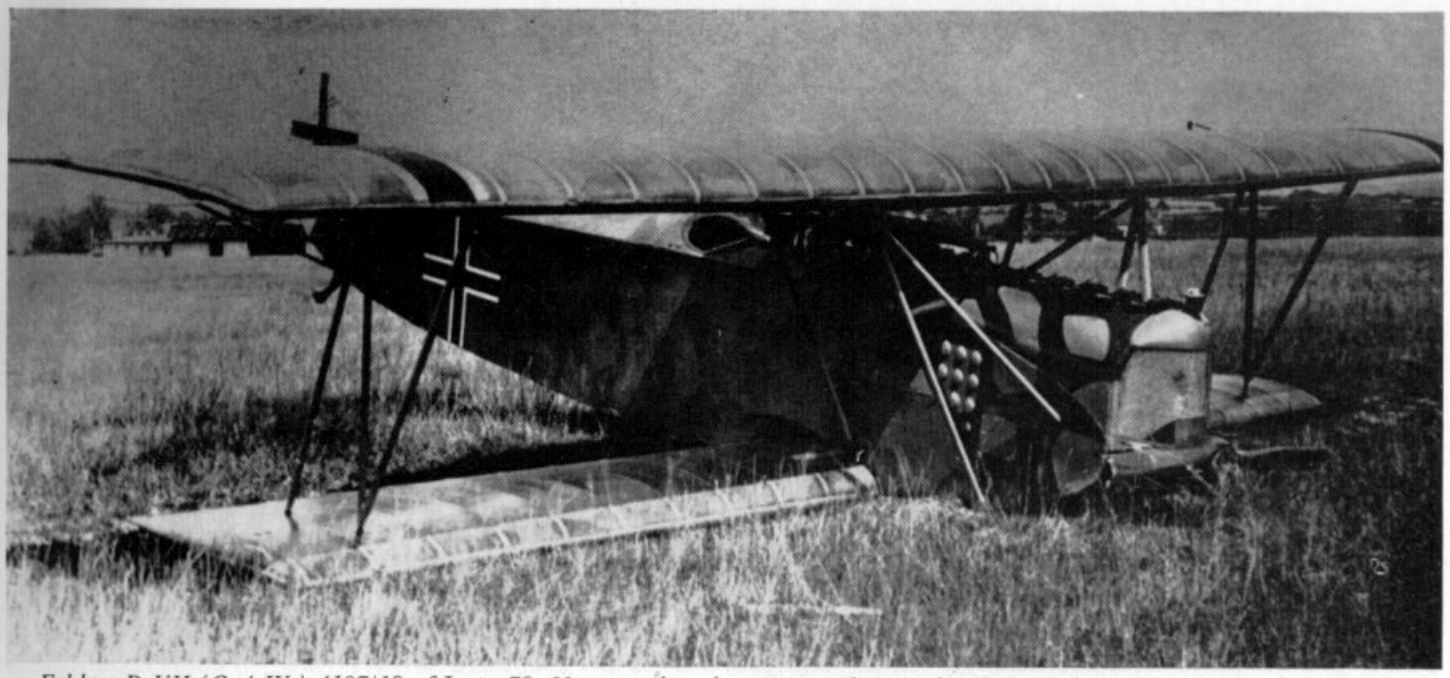
Of his competitors Fokker considered the diminutive Rumpler to be the most serious rival but its design did not make for ease of mass production; he considered the Rolands had no visibility and the rest he dismissed as of little account! In the sham combats that were held the V 11 proved supreme and in particular it was its ability to retain its manœuvrability at altitude and "hang on its prop" that impressed the pilots from the *Jastas*. They were unanimous in their choice of this aeroplane.

Fokker D VIIs (Alb) under construction at the Albatros-Werke, Johannisthal, *1918.* (Photo: Egon Krueger)

THE D VII IS ORDERED

An order for 400 D VIIs to be put into immediate production at his Schwerin factory was awarded to Anthony Fokker and he was to receive 25,000 marks (approx. £1,250) for each aircraft. What pleased the pugnacious (his own adjective) Dutchman almost as much was the fact that his great rival, the Albatros company, was also ordered to undertake quantity manufacture of the D VII at both the *Johannisthal* and *Schneidemühl* plants. Albatros were to receive only 19,000 marks for the D VIIs they produced and on this figure a five per cent royalty was paid to Fokker. The fact that 6,000 marks more per aircraft was awarded to the designing company was in order to take into account their experimental and engineering costs.

Expert welding technicians from the Fokker firm were sent to the Albatros works to impart the technique of constructing the steel tube fuselages to the rival company's workmen, who were accustomed to wooden construction. No complete set of drawings existed at the Fokker factory, so a specimen machine was sent to each of the Albatros factories and they prepared their own drawings from it! As a result, although all the aircraft looked alike they differed in



Fokker D VII (O.A.W.) 4197/18 of Jasta *78. Note patchwork painting of motor hood panels to simulate camouflage pattern.*
(Photo: Egon Krueger)

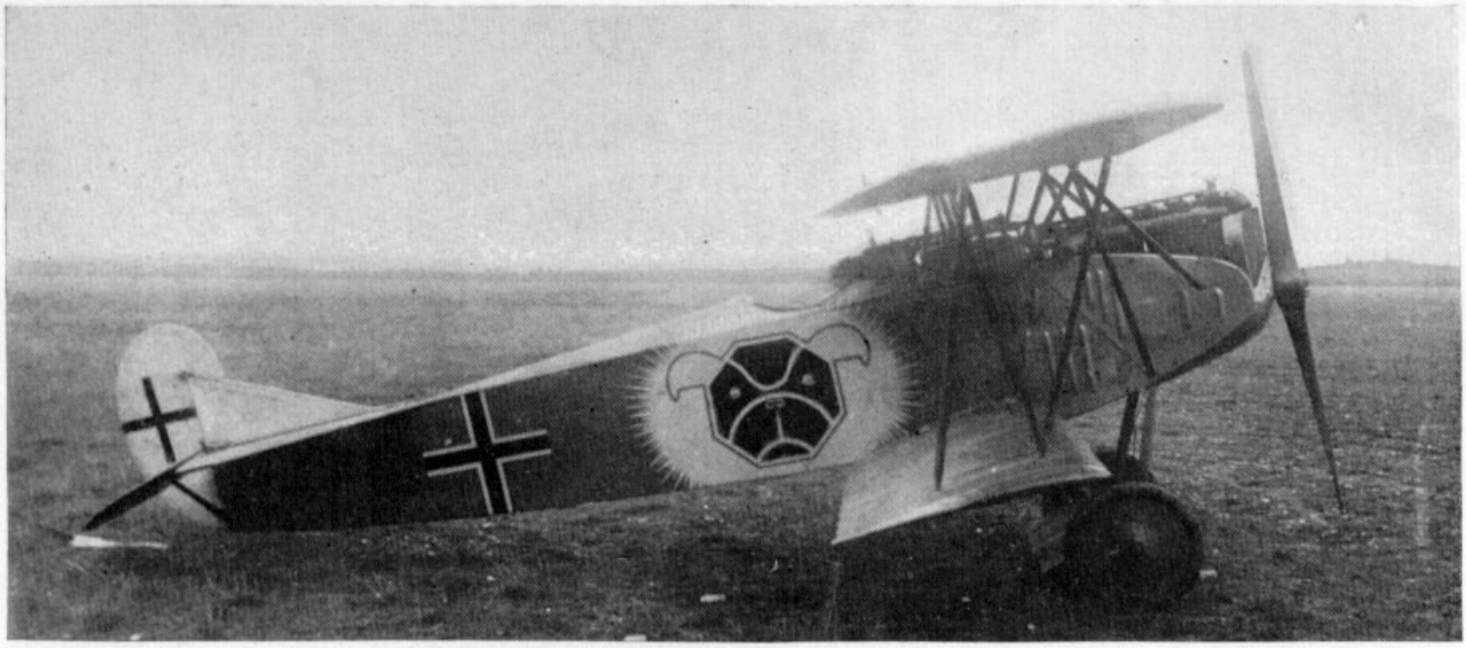
A D VII in the former Dutch East Indies.
(Photo: Via G. H. Kamphuis)

detail (each firm applying its own standards) and not all components were interchangeable. As a safeguard against a shortage of steel the Albatros company built a D VII with a plywood skinned wooden fuselage (D VII Alb 541/18) but, in the event, circumstances did not necessitate its manufacture. Curiously this wooden D VII weighed out some 40 lb. heavier than the normal steel fuselaged machine.

With the coming of the Armistice, and consequent clipping of the German wings, the Fokker D VII was specifically mentioned in Article IV which detailed materials to be handed over to the Allies, i.e. ". . . in erster Linie alle Apparate D VII . . ." (especially all machines of D VII type). Although a singularly unique advertisement for Fokker the cost proved prohibitive as it meant the entire liquidation of his companies and the loss of a huge investment, nearly all of which was located in Germany where he had expected to continue in the manufacture of civil aircraft. In an endeavour to mitigate this loss the Dutchman managed to secrete some 220 aeroplanes and 400 engines in remote barns and other hiding places, away from the prying eyes of the Inter Allied Armistice Commission.

Eventually, after much bribery of various officials, no less than six trains, each of some sixty wagons, were organised and transported (smuggled would probably be a more apposite term) into Holland. A hundred and twenty D VIIs and C Is in dismantled form, also the 400 engines and many wagon loads of spares and raw materials were shifted. During the civil strife which flared up in Germany towards the end of the war, Fokker had a D VII (V 38) specially modified with a second seat as early as September 1918, with tankage for a six hour flight. This would have enabled him to have flown with his fiancée Elizabeth (the daughter of General Kurt Ernst von Morgen) from Schwerin to Holland in a single hop. However, this measure did not prove possible in the end as the machine was put under guard by the revolutionary workmen and he returned to Amsterdam, most prosaically, by passenger train.

It has only become known in more recent years that the real designer of the later successful Fokker machines was Reinhold Platz, who endeavoured to make practical some of Anthony Fokker's often wild ideas. Until the death of Martin Kreutzer, who had been mainly responsible for the earlier types, D I to D IV, etc., Platz was chief welding engineer. However, after Kreutzer was killed in a flying accident Platz became responsible for design: it was he who pioneered the thick cantilever wing, first used in a production aeroplane in the Fokker Dr I triplane. Platz is only briefly mentioned twice in Fokker's autobiography, and through his somewhat retiring personality has



Used on post-war police duties (Polizerflieger staffel)—*a garishly marked D VII at Paderborn 1919–20.* (Photo: Egon Krueger)

O.A.W.-built aircraft flown by J. H. von Hippel when Commander Jasta *71.* (Photo: Egon Krueger)

never received due credit for his work. Anthony Fokker, however, was undoubtedly a brilliant pilot and had an instinctive flair for diagnosing what modifications were required to improve a machine once it was flyable—as may be seen from his modifications to the V 11. It was through his flying ability too, that he was on such intimate terms with many of the leading fighter pilots from the *Jastas.*

THE D VII DESCRIBED

With its straight wings, uncluttered with any bracing cables, the Fokker D VII was, for its day, a remarkably clean, albeit somewhat sinister, looking aeroplane; in spite of its blunt nose, more reminiscent of British than German design. It was in fact the first operational German machine to feature a car-type honeycomb radiator, mounted on the nose in front of the Mercedes D III engine. A small central portion, about four inches wide, was flat and the outer parts were angled back. A small water header tank was mounted on top of the radiator. The fuselage was a slab sided, steel tube structure, the sides being parallel back to the cockpit, from which point they tapered to a vertical knife-edge at the sternpost. The steel tubes reduced in gauge and diameter from nose to tail and all joints were welded with a high degree of skill. At the junction of all vertical and cross members a small quadrant shaped "corner" tube was welded in to take the bracing cable, this was looped through and the ends joined in a single turnbuckle for tightening, the resultant structure being a rigid braced box-girder. Decking aft of the cockpit was in the form of a curved plywood panel over which the fabric was stretched.

The engine was borne on tubular bearers carried on a complex web of welded tubes. Metal panels punched with louvres and fitted with access doors extended back to the forward centre-section struts. Louvres and doors differed from side to side. On the early D VIIs the exhaust manifold was ducted down inside the starboard nose panelling and ejected through a short exhaust pipe about the middle of the fuselage depth. On later aircraft the panelling was cut away level with the top of the cylinders and a simple collector manifold exhausted to starboard just aft of the rear cylinder. Of distinctive shape, with triangular fixed surfaces and large semi-circular balanced control surfaces, the entire empennage was also framed from steel tube. The tailplane was braced to the lower longerons with short struts.

Of wooden construction, the constant-chord wings were based on two box spars, the top and bottom flanges consisting of two laminations and not a single plank, the spars tapering (in front elevation) towards the tips. Ribs were built of solid webs of plywood with narrow flanges (cap strips) tacked all round both sides of the perimeter thus forming a sandwich with the rib as the "meat": they reduced in depth according to the taper of the spars. The leading-edge was of thin three-ply sheet extending back to the front spar where it was finished with a serrated edge the apex of which was tacked to the spar. Trailing-edge was

Left: *Rudolph Stark, Commander* (Staffel führer) *Jagdstaffel 35 with his O.A.W.* Schneidemühl-*built machine.*

Right: *Lt. Windisch, Commander* Jasta *66 in cockpit of his Fokker D VII emblazoned with leaping deer motif.*

(Photos: Egon Krueger)

in the form of a wire threaded through copper eyelets attached to the ends of the ribs (this imparted the characteristic scalloped profile when dope drew the fabric taut). Between the rear spar and the trailing-edge an additional, square-sectioned wooden stiffener ran through the wings. Between both spars and between trailing-edge the ribs were strengthened with tapes running alternatively under and over the ribs.

The lower wing was of considerably less chord than the upper, to afford improved downward vision, and was unusual in being a "one piece" structure. To accommodate this a "cut out" was arranged in the lower longerons to allow the wing spars to go right through the fuselage. The wing was bolted in place and a tubular frame bolted in to bridge the gap in the "cut out", and the whole covered with a metal panel. Ailerons, with overhung balances, were of steel tube framing. Their seemingly small area was in fact more than adequate and imparted a lively lateral control to the D VII.

Centre-section struts were of streamlined steel tube, the front pylon consisting of three struts: the foremost welded to the engine bearers, the middle and third to the lower and upper longeron respectively. A single strut connected the top rear spar to the lower longeron. Interplane struts were also of the same medium and of "N" format which obviated the need for any incidence bracing cables. A simple "vee" type undercarriage chassis with streamline steel struts was fitted. The upper ends of the struts terminated in balls which fitted into sockets welded to the fuselage members, and were retained by a short bolt. The lower ends were welded to a sheet steel box which was slotted to accommodate the travel of the axle on its coil spring shock absorbers. An alloy box spreader connected the apices of the Vees, forming the main spar of the aerofoil fairing which, it has been estimated, contributed enough lift to compensate for the weight of the undercarriage chassis. Standard 760 × 100 m. wheels were fitted. A stout ash tailskid was hinged adjacent to the tailpost and sprung with two coil springs connecting its upper end to the top longerons. With the exception of the metal nose panels and the plywood covering of the axle fairing the rest of the airframe was fabric covered.

An unarmed Fokker D VII in post-war service of the Swiss Air Force. (Photo: Egon Krueger)

A mint product of the Ostdeutsche Albatros-Werke *(O.A.W.) at* Schneidemühl. *Fokker D VII (O.A.W.) 6376/18. Note ex-works white fin and rudder.* (Photo: Egon Krueger)

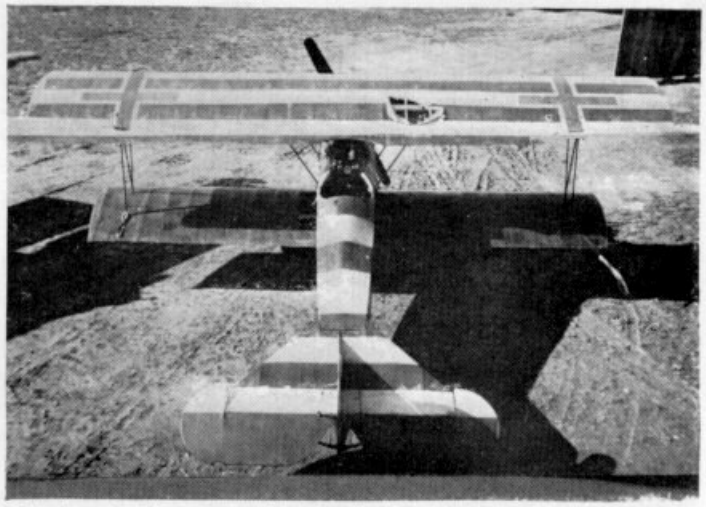
Intriguing chicken motif on a D VII of Jasta *74. The Very pistol for firing signal cartridges, mounted on the centre-section cut-out is of interest, also the large rear view mirror.* (Photo: Egon Krueger)

Hermann Göring in his all-white Fokker D VIIF 5125/18, August 1918. (Photo: Egon Krueger)

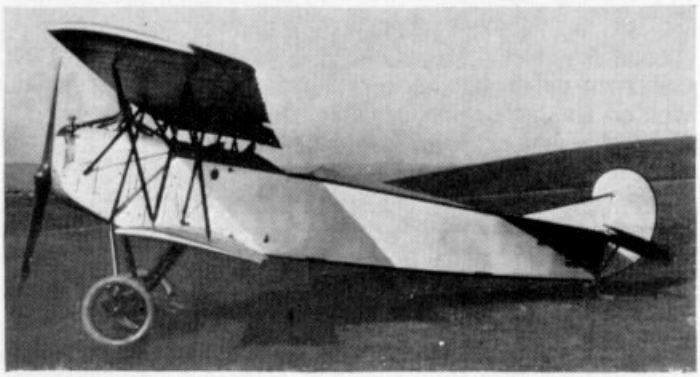
Fokker D VIIs began to reach the Aircraft Parks (*Armeeflugpark*) during April 1918; initial allocations were to Richthofen's *Jagdgeschwader* No. I and Alloys Heldmann reports that *Jasta* 10 was one of the first of the component *Jastas* to receive the machine and that he himself used his in combat as early as the middle of the month. In accordance with the usual German practice new aircraft were issued to the "star" units first, and when received were allocated to pilots in order of seniority. Gradually the war weary Albatroses and Pfalz machines were replaced by the Fokker D VIIs, but it was a long time before many of the lesser known *Staffeln* were issued with this much wanted equipment. It was not until 24th August 1918 that *Jasta* 35 was informed that six D VIIs were awaiting collection at the Aircraft Park. *Staffel* Commander Rudolph Stark reports:

> "Six Fokkers . . . great rejoicing throughout the *Staffel*. An Albatros, two Pfalz and three Rolands are wheeled out for exchange. Now comes the burning question, who is to fly the new machines—I decide the last to join the *Staffel* must be the ones to wait. I report to the Technical Officer who presents the necessary documents to make us the happy owners of six Fokkers which are waiting in the hangar. I climb into the cockpit which wears an unfamiliar aspect; the engine roars; the ground roars away from under me. Swiftly we rise, the machines climb wonderfully and answer to the slightest movement of the controls. We land and put our treasures safely away in the hangars. The painter marks them with the *Staffel* badge, the arrowhead on the wings, then paints the fuselages with the coloured bands that identify the individual pilots. He takes particular care with my machine embellishing my lilac stripe with narrow black edges. Only then do the machines really belong to us."

At one time difficulties with the overheating and pre-explosion of incendiary ammunition in the Fokker D VII gave rise to consternation as machines caught fire in the air and several fatal crashes occurred, including the death of Fritz Friedrichs. It was partly due to this factor that orders were given for supplies of the Pfalz D XII as a safeguard, but in the event the trouble was overcome with extra ventilation and a new type of incendiary bullet, and production continued. Later in the summer the B.M.W. engined D VIIf began to appear; this engine developed some 185 h.p. and was rated to give the power at altitude, where it was most needed, at upwards of 18,000 feet. It was this version of the Fokker that achieved a real superiority over its adversaries and could outmanœuvre them all in the upper atmosphere.

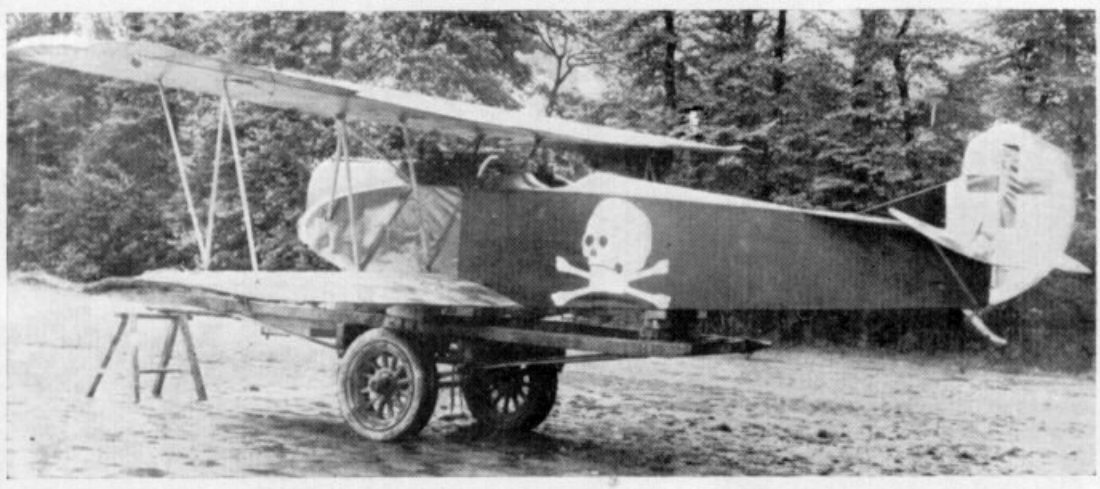


Black and white striped machine of Jagdstaffel *6. Note damaged upper wing.* (Photo: Egon Krueger)



An experimental D VII fitted with "rhino horn" type manifold exhausting over the top wing. (Photo: Egon Krueger)

Lt. O. von Beaulieu-Marconnay, Jasta *19, with his D VII which bore "branding iron" insignia related to his former cavalry unit.* (Photo: Alex Imrie)



Georg Hantelmann's D VII (Jasta *15*). *This was the machine in which Wüsthoff was shot down by an S.E.5a on 17th June 1918.*

Vzfw. Willi Gabriel, Jasta *11, with his orange and light blue tailed D VII, before painting of the orange stripe was continued along the rear decking.* (Photo: Alex Imrie)

Oblt. Rudolph Berthold as Commander of Jagdgeschwader *No. II, with his "winged sword" insignia.*

THE D VII IN COMBAT

A graphic, and singularly unbiased, description of combat with these machines is given by Lt. John M. Grider of 85 Sqdn. R.A.F. who were flying S.E.5as:

"We got into a dogfight this morning with the new brand of Fokkers and they certainly were good. They had big red stripes on the fuselage diagonally so they must have been von Richthofen's old circus. There were five of us and we ran into five Fokkers at 15,000 feet. We both started climbing of course—and they outclimbed us. We climbed up to 20,500 feet and couldn't get any higher. We were practically stalled and these Fokkers went right over our heads and got between us and the lines. They didn't want to dogfight but tried to pick off our rear men. Inglis and Cal were getting a pretty good thrill when we turned back and caught one Hun napping. He half rolled slowly and we got on his tail. Gosh, its unpleasant fighting at that altitude. The slightest movement exhausts you. (N.B. It must be remembered that no oxygen equipment was carried. P.L.G.). Your engine has no pep and splutters; its hard to keep a decent formation, and you lose 500 feet on a turn. The Huns came in from above and it didn't take us long to fight down to 12,000 feet. We put up the best fight of our lives but these Huns were just too good for us. Cal got a shot in his radiator and went down and Webster had his tail-plane shot to bits and his elevator control shot away. He managed to land with his stabiliser wheel (trim wheel, with which S.E.s were fitted. P.L.G.) but cracked up. I don't know what would have happened if some Dolphins from 84 hadn't come up and the Huns beat it. I think we got one that went

Fokker D VII's of Jasta *11, Gabriel's machine is in the foreground.* (Photo: Alex Imrie)

The wooden-fuselage D VII built by Albatros factory at Johannisthal.

down in a spin while Cal was shooting at it but we couldn't see it crash. I got to circling with one Hun, just he and I, and it didn't take me long to find out that I wasn't going to climb above this one. He began to gain on me and then did something I've never heard of before. He'd been circling with me and he'd pull around and point his nose at me and open fire and just hang there on his prop and follow me around with his tracer. All I could do was keep on turning the best I could. If I'd straightened out he'd have had me cold as he already had his sights on me. If I had tried to hang on my prop that way, I'd have gone right into a spin. But this fellow just hung right there and sprayed me with lead like he had a hose. All I could do was to watch his tracer and kick my rudder from one side to the other to throw his aim off. This war isn't what it used to be."

The reader will see from this that Grider himself was a very cool customer!

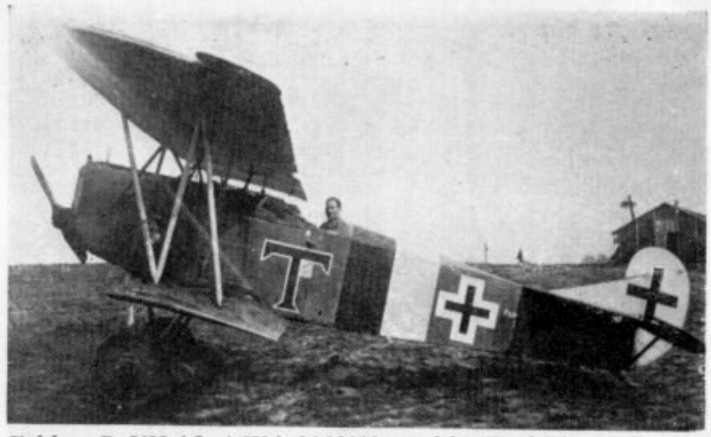
A list of *Jagdstaffeln* equipped with Fokker D VIIs will be found in the tabulated data, but it is doubtful if they were all completely equipped with the Fokker machine. During the last three months of the war many, if not most, units were operating with a depleted establishment of six or eight aircraft, due to a combined shortage of pilots, aircraft and fuel.

COLOUR SCHEMES

The early Fokker-built D VIIs had the fuselage covered with fabric finished with a streaky camouflage effect, the dark olive green dope seemingly being brushed out in places leaving the paleness of the plain linen fabric showing through. Wings were covered with lozenge fabric, pre-printed in two patterns, one consisting of a five-colour scheme and the other a four-colour scheme. Each pattern was printed in two types: darkish shades for the top and side surfaces and paler shades for the undersurfaces. The top surface shades were, approximately: indigo, blue-grey, deep mauve, sage green and beige. Under surfaces were: pale pink, cream, bright reddish pink, leaf green and pale cerulean blue. The fabric was fastened to the ribs with light blue rib tapes. Albatros and O.A.W. built D VIIs used lozenge fabric all over. Metal nose panelling and all struts were painted dark olive or dark grey-green "ex works": on O.A.W. built aircraft the panels were painted in a simulation of the fabric pattern and shades.

As may be seen from the illustrations, many and varied were the colour schemes applied by the *Jadgstaffeln*, combining both unit and individual identification of aircraft, and could well form a study in themselves. Sometimes markings were meticulously and artistically applied, sometimes they were quite crudely marked, according to the abilities of the unit "artist". In the application of large areas of paint—the blue rear fuselages of the illustrated JG II machines may be instanced—the national insignia crosses were often painted over and could be faintly discerned underneath the colour. Model makers wishing to achieve an authentic simulation could well apply cross transfers (decals) and then paint over them. When machines were transferred from one unit to another as sometimes happened, or from one pilot to another, the former owner's identity could often be noticed beneath the new paint.

It has proved difficult to pin down specific colour schemes as units changed their colour from time to time and no complete record of exactly detailed markings seems to have existed, or if it did, has not



Fokker D VII (O.A.W.) 2052/18 used by Karl Thom, displays pilot's initial, also two-colour (possibly black and white) fuselage band. (Photo: P. M. Grosz)

Fokker D VII built by Allgemeine Ungarische Maschinen Fabrik A.G. *(M.A.G.) of Budapest. It was fitted with 210-h.p. Austro Daimler engine and radiator similar to the type used on Austrian Berg D I fighter.* (Photo: Pavel Vancura)

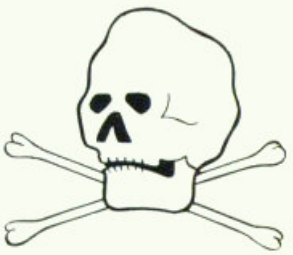
survived. The only certain method of finding out what colour specific machines were painted has been the patient tracking down of pilots, and other *staffel* personnel, still alive and getting them to interpret the photographs if possible. This has been done by such diligent enthusiasts as Alex Imrie in Germany (who provided much data for the colour plates herein) and Don Hastings in America. Less detailed colour notes, culled from Intelligence Reports, combat reports, etc., may be of interest: *Jasta* 4, red nose, light blue tail (July 1918): *Jasta* 5, green tails outlined red: *Jasta* 7, black aircraft: *Jasta* 9, black fuselage, white radiator, white wings: *Jasta* 10, Yellow nose: *Jasta* 11, red nose, fuselage, various colour tails: *Jasta* 16, black and white stripes aft of cockpit: *Jasta* 27, yellow noses and under sides: *Jasta* 34, silver tail: *Jasta* 36, blue nose: *Jasta* 46, green and yellow striped tail: *Jasta* 71, red nose, white tail: *Jasta* 74, blue nose, white rear fuselage with various chicken motifs: *Jasta* 80, black tails with white stripes. Fritz Rumey of *Jasta* 5 was reported flying an all yellow D VII when shot down on 27th September 1918 by Lt. G. E. B. Lawson of 32 Sqdn. R.A.F. (S.E.5a). Hermann Gôring flew a D VII with red nose and yellow rear fuselage when with JG I.

Towards the end of hostilities units were usually only too thankful to lay hands on D VIIs and wasted little, if any, time applying markings.

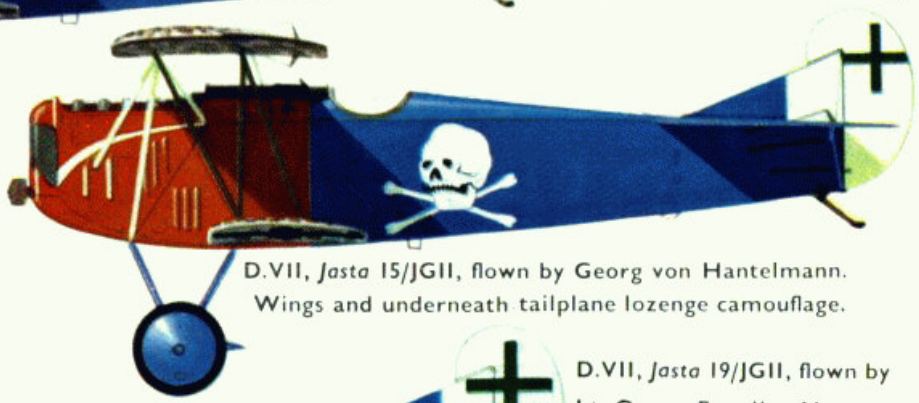
The black and white striped Fokker D VII used by Josef Mai, Jasta *5.*

D.VII, *Jasta* 12/JGII, flown by Lt. Greven.
Wings lozenge camouflage.

D.VII, *Jasta* 13/JGII, flown by Lt. Wolff.
Wings and tailplane lozenge camouflage.



Marking, midway between fuselage and black cross stbd. upper wing.



D.VII, *Jasta* 15/JGII, flown by Georg von Hantelmann.
Wings and underneath tailplane lozenge camouflage.

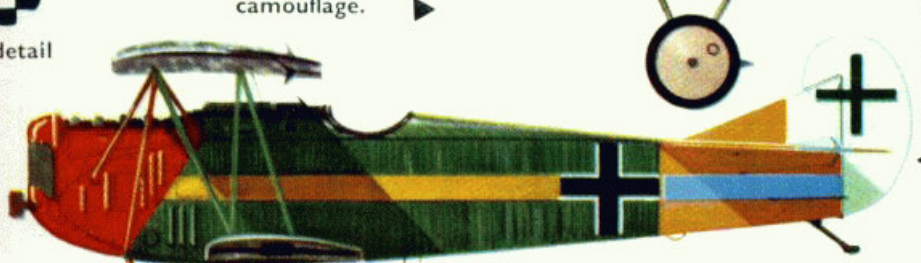
D.VII, *Jasta* 10, flown by Lt. Heldmann. Wings lozenge cam. Under fuselage and axle fairing pale blue.

D.VII, *Jasta* 19/JGII, flown by Lt. O. von Beaulieu-Marconnay, O.C. *Jasta* 19. Wings and under tailplane lozenge camouflage.

Tailplane detail

D.VII, *Jasta* 56, flown by Lt. Lutz Beckmann. Wings and tailplane lozenge camouflage.

D.VII, *Jasta* 11/JGI, flown by Vzfw. Willi Gabriel. Wings lozenge fabric, under fuselage and axle fairing sky blue.



Tail detail

D.VII, Netherlands East Indies Air Force.

NEI D.VII rudder marking.

D.VII, Royal Netherlands Air Force showing orange disc national insignia, 1918.

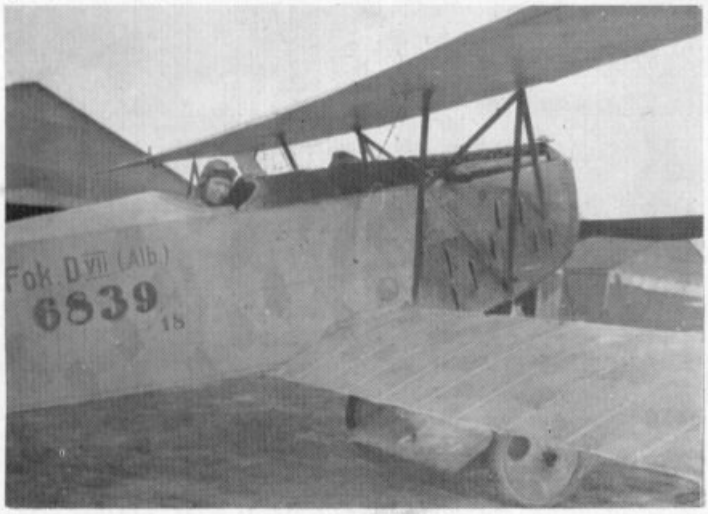
D.VII, Royal Netherlands Naval Air Service.

© WARD

Ernst Udet with red fuselaged D VII bearing LO! monogram. This was complimentary to his fiancée Lola Zink whom he married after the war. (Photo: Egon Krueger)

Colourful Fokker D VII captured by 84 Sqdn. R.A.F. Unfortunately colour details are not known. (Photo: W. Puglisi)

Captured Albatros-built D VII, No. 6839, of 1918, under test by Lt. Esca Coleman, R.F.C. (Photo: Via M. C. Windrow)



A D VII of the L.V.A. in the Nederlands. (Photo: Via G. H. Kamphuis)

SPECIFICATION

Manufacturers: Fokker Flugzeug-Werke G.m.b.H. Schwerin (Fok.). Albatros-Werke G.m.b.H. Johannisthal (Alb.). Ostdeutsche Albatros-Werke. Schneidemühl (O.A.W.).

Powerplant: 160 h.p. Mercedes D III. 175 h.p. Mercedes D IIIa. 185 h.p. B.M.W. IIIa.

Dimensions: Span 8·9 m. (29 ft. 3½ in.). Length 6·954 m. (22 ft. 11½ in.). Height 2·75 m. (9 ft. 2¼ in.). Wing area 20·5 sq. m. (221·4 sq. ft.).

Weights: Empty 670 kg. (1,474 lb.). Loaded 960 kg. (2,112 lb.). Captured aircraft: Empty 1,622 lb. Loaded 1,936 lb.

Performance: **Mercedes D VIII*—Max. speed 189 km. hr. (118·1 m.p.h.). (Captured aircraft—114 m.p.h. at 6,560 ft.). Climb 1,000 m. (3,280 ft.) in 4 min. 15 sec. 2,000 m. (6,560 ft.) in 8 min. 18 sec. 3,000 m. (9,840 ft.) in 13 min. 49 sec. 4,000 m. (13,120 ft.) in 22 min. 48 sec. 5,000 m. (16,400 ft.) in 38 min. 5 sec.

†*B.M.W. D VII*—Max. speed 200 km. hr. (125 m.p.h.). Climb 1,000 m. in 1·75 min. 2,000 m. in 4 min. 3,000 m. in 7 min. 4,000 m. in 10·25 min. 5,000 m. in 14 min. 6,000 m. in 18·75 min.

‡*Udet's B.M.W. D VII*—4253/18. Climb 2,000 m. in 6 min. 3,000 m. in 9 min. 4,000 m. in 12 min. 5,000 m. in 16 min. 6,000 m. in 21 min.

N.B. The vastly superior performance of the B.M.W. Fokker may be seen from the above figures. Also of interest is the comparison of factory figures and an actual service aircraft.

Armament: Twin fixed Spandau machine guns firing forward, each with 500 rounds of ammunition.

**In service use; from "Luftnachrichtenblatt" 1926.*
†*Factory figures; "Flugsport" 1919.*
‡*"Motor"; May/June 1919.*

Staffeln equipped with Fokker D VII:

Geschwader I—*Js* 4, 6, 10 and 11. *Geschwader II*—*Js* 12, 13, 15 and 19. *Geschwader III*—*Js* 2, 26, 27 and 36. *Jastas*—5, 7, 8, 14, 16, 17, 20, 22, 23, 24, 28, 29, 30, 32, 35, 37, 40, 44, 46, 47, 48, 49, 51, 52, 53, 54, 56, 57, 58, 59, 66, 69, 71, 74, 79, 80.

Known Serial Numbers of Fokker D VII and D VIIF machines: D VII 230/18. D VII 208/18 (Jasta 11). D VII 244/18 (Heldmann Jasta 10). D VII 249/18 (Jasta 10). D VII 262/18 (Thuy Jasta 28). D VII 286/18 (Gabriel Jasta 11). D VIIF 294/18 (Göring Jasta 11). D VIIF 309/18 (Friedrichs Jasta 10). D VII 383/18. D VII 406/18. D VII (Alb.) 461/18. D VII 507/18. D VII (Alb.) 527/18. D VII (Alb.) 541/18. D VII (Alb.) 677/18. D VII 773/18 (Buckler Jasta 17). D VII (Alb.) 804/18 (Jasta 17). D VII (Alb.) 805/18 (Jasta 17). D VII 817 (Alb.). D VII 871/18. D VII 1445/18. D VII 1450/18. D VII (OAW) 2009/18. D VII (OAW) 2010/18. D VII 2024/18. D VII 2063/18 (Bender Jasta 4). D VII 2319/18. D VII 2469 (Wüsthoff Jasta 15). D VII (Alb.) 2760/18. D VII (OAW) 4092/18. D VII 4253/18 (Udet Jasta 4). D VIIF 4264/18 (Heldmann Jasta 10). D VII (OAW) 4418/18. D VII (OAW) 4635/18 (Smithsonian Institute). D VII (OAW) 4488/18. D VIIF 5125/18 (Göring, all white). D VII 5202/18 (Jasta 17). D VII 5211/18 (Jasta 17). D VII 5216/18 (Jasta 17). D VII 5273/18. D VII (Alb.) 5327/18. D VII (Alb.) 5334/18. D VII (Alb.) 5341/18. D VII (Alb.) 5354/18. D VII (Alb.) 5356/18. D VII 5438/18 (Jasta 17). D VII 5454/18 (Jasta 17). D VII 5524/18. D VII 6329/18 (Jasta 17). D VII 6357/18. D VII (OAW) 6520/18. D VII 6587/18 (Jasta 17). D VII 6591/18. D VII 6592/18. D VII 6596/18 (Jasta 17). D VII (Alb.) 6660/18. D VII (Alb.) 6666/18. D VII (Alb.) 6745/18. D VII (Alb.) 6796/18. D VII (Alb.) 6786/18. D VII (Alb.) 6810/18. D VII (Alb.) 6822/18. D VII 7705/18. D VII 7729/18. D VII 7755/18. D VII 7756/18. D VII 7772/18. D VIIF 7773/18. D VII 7774/18. D VII 7776/18. D VIIF 7795/18. D VIIF 7799/18. D VII 7800/18. D VII 8323/18. D VII 8348/18. D VII 8414/18. D VII (OAW) 8482/18. D VII (OAW) 8493/18. D VII (OAW) 8503/18. D VII (OAW) 8507/18. D VII (OAW) 8508/18. D VII (OAW) 8520/18. D VII (OAW) 8539/18. D VII (OAW) 8541/18.

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